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COUNTRY Poland

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The Warsaw-Katowice (Stalinsko) railroad line has been electrified as far as Skiermiewice railroad station. Work on the electrification of the overhead line was under way as far as the Koluszki railroad station.¹ Source learned from a railroadman at the Koluszki railroad station that this station was scheduled to be enlarged. Source himself saw construction work and noticed the laying of subsidiary tracks. About 20 tracks were counted in the station area. The Koluszki railroad station was allegedly scheduled to be transformed into a large railroad junction. A roadbed wide enough to carry two tracks was being built from Koluszki toward the east. The new line reportedly was to link Koluszki and Lukow. Work on the improvement of the Lodz-Kaliska and Skiermiewice railroad stations was under way.

Construction work on the Warsaw-Brest Litovsk railroad line has been resumed after the termination of winter weather. However, construction work has made slow progress so far. Only one bridge was completed in the Malaszewice-Terespol sector; two tracks have been constructed as far as the second bridge. On the right hand side of the two tracks, even in the direction of Terespol, there was space for two additional tracks, then followed 10 more standard-gauge tracks. Source believed that two Soviet-gauge tracks are scheduled to be constructed in the space between the groups of 2 and 10 tracks. German brigades personnel believed that their missions would terminate at Malaszewice after completion of the line.

3. Source furnished the following information on the status of the transit line:

a. Rails in the Frankfurt/Oder - Minsk Mazowiecki line section have been laid on wooden ties and broken stone ballast was used. Between Minsk Mazowiecki and Malaszewice the line has wooden ties laid on gravel ballast. Between Malaszewice and the Bug River, the standard-gauge line consists of wooden ties and broken stone ballast, while the Soviet-gauge track has gravel ballast. No welded rails were seen. There were indications that the gravel ballast still in use on the line is to be replaced by broken stone ballast.

5. The Poznan-Fronow railroad maintenance base was equipped with three groups of tracks. The western group had two through-tracks and eight other tracks; the middle group three through-tracks and a total of 31 other tracks; while the eastern group had two through-tracks beside 24 other tracks. The Warsaw-East maintenance base was equipped with two through-tracks and a total of 25 other tracks. At Kutno, source observed an engine house with 30 stalls.

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1. Comment. The intended electrification of the Warsaw-Katowice railroad line was known previously. Also other sources reported that electric operations had been resumed on this line between Warsaw and Skierniewice. According to credible press reports, the rolling stock for electric railroad operations is being built at the Państwowa Fabryka Wagonow (railroad car factory) (PAFAMAG) in Breslau, formerly the Linke-Hofmann Railroad Car Works at Lauchhammer. Electric operations are scheduled to be started as far as Czestochowa in the spring of 1956.
2. Comment. Information on the construction of a southern railroad bypass extending from Warsaw to Lukow on the Warsaw - Brest Litovsk railroad line, was transmitted previously. According to available information, the bypass is to originate at Skierniewice and to run to Lukow via Warka-Garwolin. From a technical point of view, this course appears plausible. The information that a new railroad line will be built between Koluszki and Lukow requires confirmation.

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